

- The duration of the event is **not** normal for that type of event.

Although an event may not fit specifically into one of these three categories, the district determines the appropriate risk category and establishes insurance coverage accordingly. Freeway ramp closures normally do not require insurance for special events occurring outside the right of way.

Table 5.19 indicates the general criteria for the three risk categories. When the risk of an event is believed to be unusual, the districts should contact Headquarters Permits to obtain an insurance amount beyond those indicated in Table 5.19. District permit engineers should review high-risk special events and present the information to Headquarters Permits. Caltrans Legal will establish an insurance amount.

Table 5.19
Insurance Requirements for Special Events

| | Low Risk | | Medium Risk | | High Risk * |
|------------------------|-------------|--------------|-------------|--------------|-------------|
| Coverage | Dual Limit | Single Limit | Dual Limit | Single Limit | |
| Bodily Injury | | | | | |
| Each Person | \$ 500,000 | \$1,000,000 | \$1,000,000 | \$2,000,000 | * |
| Each Occurrence | \$1,000,000 | \$1,000,000 | \$2,000,000 | \$2,000,000 | * |
| Property Damage | | | | | |
| Each Occurrence | \$ 250,000 | \$1,000,000 | \$ 500,000 | \$2,000,000 | * |
| Aggregate | \$ 500,000 | \$1,000,000 | \$1,000,000 | \$2,000,000 | * |

**For high-risk events, consult Headquarters Permits regarding amounts for dual-limit and single-limit bodily injury and property damage.*

515 SIGNALS AND LIGHTING

Permit Code SN

SN permits are issued for new or modified traffic signals and street lighting. Most SN permits require a PEER before issuance.

515.1 New Facilities or Modifications to Existing Facilities

Local agencies and developers may propose new or modified traffic signal and street lighting facilities. New signals and State-owned safety lighting shall meet warrants and require agreements for cost and maintenance. Permits for these installations are issued only when a PEER or project report is approved and final plans are signed by a registered engineer and approved by Caltrans.

Local agencies, utilities, and developers often propose continuous lighting along improved highways for future ownership and maintenance by the local agency. Caltrans cannot authorize ownership by private entities and permits are not issued unless the application is made by a local agency. The permit to the agency either can mimic the permit issued to the private entity for the

installation, or it can include text stating “Own and maintain street lighting facilities installed by ‘X’ under Permit Number ____.”

Design and construction standards for signals and lighting shall conform to the Drafting and Plans Manual, State Standard Plans, Standard Specifications, Caltrans Traffic Manual (Sections 9-06 through 9-13) for lighting, MUTCD and CA Supplement (Part 4, Highway Traffic Signals) for signals, and the Signal and Lighting Design Guide. For continuous street lighting, the installations may conform to local standards, but districts should ensure that the facilities meet minimum requirements for wind loading, breakaway, and location in the right of way. The district Traffic Electrical unit determines when lighting installations are considered safety lights that may require ownership by Caltrans.

When permit work for signals and State-owned lighting is completed, the as-built plans are signed by the appropriate inspector and copied for Traffic Electrical and Maintenance. Permit inspectors and Maintenance electrical staff should ensure that copies of as-built plans for signals are placed inside traffic signal controller cabinets.

Plans for installation of traffic signals and lighting designed by private and local agency engineers should be reviewed by the district Traffic unit. The Caltrans Traffic Manual (Sections 9-06 through 9-13) for lighting, the MUTCD and CA Supplement (Part 4, Highway Traffic Signals) for signals, and the Signal and Lighting Design Guide provide current State standards. If roadwork is involved, the entire package shall be reviewed by Traffic Electrical (i.e., signal and lighting plans, striping plans, roadway plans, and any contract specifications or special provisions).

Minimum plan requirements for work involving or affecting signals, lighting, and electrical systems are shown in Table 5.20. The permittee shall provide Permits with one (1) 20' (1: 240) scale reproducible film and three (3) blue-line prints of as-built plans within 30 days after completing authorized work.